

Hyundai i30N Induction Kit Fitting Instructions

Tools needed:

- 5mm Allen Key
- 10mm socket with extension
- Ratchet
- 10mm spanner
- 7mm socket or jubilee flexdriver
- Pliers

Kit Includes:

- 1 x AIRTEC motorsport air filter
- 2 x silicone joiners
- 4 x stainless steel jubilee clips
- 1 x AIRTEC motorsport shield
- 1 x Bracket
- 1 x alloy spacer
- 1 x M6 x 35mm cap head bolt
- 1 x M6 x 12mm cap head bolt
- 1 x M6 x 12mm dome head bolt
- 3 x M6 washers



1. Start by unclipping the 2 breather hoses on top of the induction pipe at the back of the engine bay and the clamp holding on the hose at the front on the pipe by squeezing the clips with a pair of pliers and pull the clamp down the hose and release which will keep the clip on the hose as it will be reused when fitting the new Airtec Motorsport induction pipe. The hoses can then be removed by pulling the hoses off the original pipe.



2. Undo the hose clamps at either end of the induction pipe there are undone using a 10mm socket, once undone the induction pipe can be removed from the car.



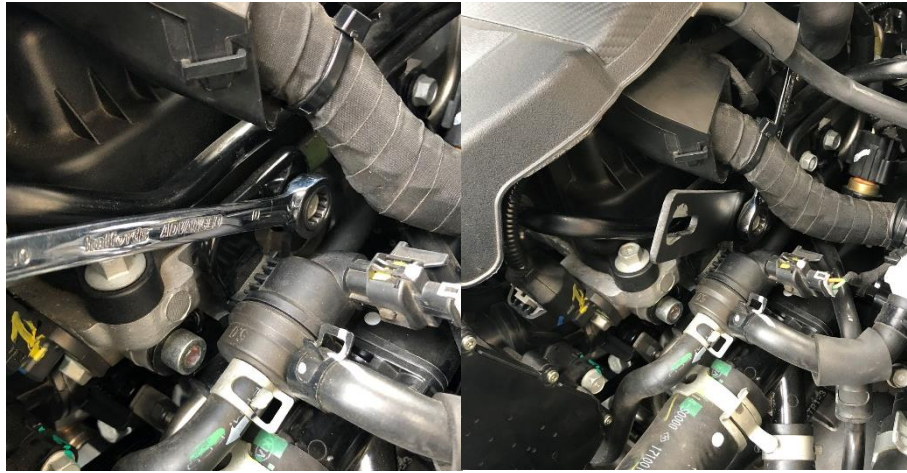
3. To remove the airbox undo the 3 x 10mm bolts and then push in the 2 pins holding on the scoop to the front panel by using a small screwdriver or similar and then pull the pins out. The whole assembly can then be lifted out of the car.



4. Undo and remove the cold air feed block that is attached to the front panel shown in the photo below, retain 1 of the bolts as this will be reused when fitting the new induction shield.



5. Fit the provided bracket onto the block by loosening the bolt pictured just enough that the bracket will slot behind it, position the bracket as per the picture below and then nip up but leave it loose enough that you can move it to mate up with the boss on the pipe once that has been fitted later on.



6. Install your new AIRTEC Motorsport shield by firstly placing the supplied spacer on the right side of the engine bay where the original front right airbox bolt was threaded into (see picture below) and then place the induction shield into location using a 5mm Allen key and the provided M6 x 35 bolt for the right hand side, M6 x 12 for the rear mount and re-use one of the 10mm bolt from the cold air feed block to attach the shield to the front panel.



7. Fit the supplied silicone reducer (90mm – 63mm) onto the turbo using the supplied jubilee clips and then fit the new induction pipe into the silicone hose, position into place ensuring that it does not touch anywhere and then tighten the jubilees using a 7mm socket or jubilee flexi-driver.

(Note: The original breather hoses may be a tight fit between the silicone joined and the inlet at the rear of the pipe, it may be best to fit the breather hoses and clips onto the pipe before fitting the pipe to the silicone hose.)



8. Using the supplied M6 x 12 dome headed bolt and washer mount the bracket that was fitted to the block earlier to the boss on the side and tighten to hold the pipe securely to the bracket, leave the bracket itself still slightly loose at this point so the pipe can be positioned correctly once the filter is on.



9. The 2 breather hoses at the back can now be reconnected reusing the original clips along with the hose that connects onto the front.



10. Attach the silicone reducer (100mm-90mm) onto the filter and tighten, then attach the reducer onto the induction pipe and position with the jubilee clips as shown in the photo below to ensure clearance between the heads of the clips and the shield and tighten. Tighten the bracket holding the pipe to the block once you are happy with the position of the induction pipe. Ensure all fittings are tightened before starting and driving the vehicle

